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## MEMORANDUM

DATE: August 13, 2020

FROM: Cliff Boehmer

TO: Ashley Clark

CC:

RE:

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PROJECT: Walpole Summer Street 40B

PROJECT No. 2020038

I'm writing to summarize the points that we reviewed, as well as adding a few additional thoughts that were not discussed or detailed. As I mentioned, I have spent very little time looking at the proposed buildings, so you will notice that most of my comments are related to site planning issues. I look forward to reviewing the proposed buildings once the site plan is finalized.

I will also take this opportunity to strongly suggest that the ZBA request a computer-generated 3-D model of the development. This is not an unreasonable request for a development of this scale, and it is the only way that will make it possible for the Board to accurately visualize this proposal. It is evident from the submitted materials that the architect is using a modelling software (my guess is that it's Revit), so the next step is to place all of the buildings on a topographically accurate site plan, add roads, vegetation, etc. With the model, the Board will be able to "walk through" the development and assess the quality of the proposed design(s).

Here is the summary of my thoughts:

- Overall site plan, particularly in the area of the multi-family buildings is not pedestrian friendly. Partridge Lane is a series of connected parking lots (as opposed to an attractive, landscaped street).
- Sidewalks in area of large buildings follow along the fronts of parked cars, with no area for planting trees between the walks and parked cars.
- There is minimal space for landscaping between buildings and the sidewalks.
- Headlights from parking cars are directed into ground floor units (with some exception where buildings may be elevated for parking beneath).
- Spruce Lane sidewalk on one side only, regularly interrupted by numerous broad driveways.
- Courtyard defined by three tall buildings is grossly undersized (it is defined by 144 apartments and the clubhouse, with 48 other units nearby). Buildings are crowded together, particularly given their height.
- Placement of tall buildings chaotic, no obvious organizing element.
- More than half of all units face parking lots.
- 3/8 of units in tall buildings face other tall buildings across the undersized open space.
- Clubhouse location not logical, no connection with usable outdoor space. Crowded onto site.
- Long stretches of single-loaded parking inefficient, creating additional impervious areas.
- Number of single family homes sited very near infiltration ponds.
- Inadequate view corridors to wetland areas between single family home (space between buildings is too tight).
- Redtail wetland crossing is in a location that creates the need for two large, un-landscaped cul-de-sac's.

- 5 homes near site entry point "orphaned" from rest of development.
- Awkward intersection of Spruce, Redtail, and Partridge.
- Entire site accessed at only one point.

Some thoughts about potential modifications (some of which are shown on the 7/19/20 Summer Street Sketch):

- Create variety of parking types (including some under-building if desired), turn Partridge into a true, pedestrian friendly "lane", create building-specific, landscaped satellite parking area to break up huge parking lots (potentially all building-specific spaces assigned to residents), significantly enlarge shared open space, give more space to clubhouse.
- Add planting strip between curb and parallel parking spaces.
- Narrow down curb cuts at single family homes (create fan-shaped parking areas if multiple cars need to be accommodated).
- Add sidewalks on both sides of all streets.
- Potentially move swimming pool to area along railroad tracks.
- Open up views to wetlands through single family homes. Consider side to side garages to cut down on curb cuts, create more usable open space and improve views.
- Reshape infiltration ponds to create more distance from homes.
- Integrate bio-swales in place of some of infiltration pond square feet.
- Consider walking trails within 25' no disturb zones.
- Commercial use should be considered at Summer Street entry point.
- Create an internal protected bus stop area.
- Move entry to Balsam Lane to eliminate one cul-de-sac.
- Consider another crossing to make Balsam a loop road, eliminate both cul-desacs.
- Rework intersection of three roads.